

Individual Executive Decision Notice

Report title	Highway Maintenance programme 2017-18	
Decision designation	GREEN	
Cabinet member with lead responsibility	Councillor Steve Evans City Environment	
Wards affected	All	
Accountable director	Ross Cook, City Environment	
Originating service	Highways Network	
Accountable employee(s)	Gwyn James Tel Email	Head of Strategic Transportation 01902 555755 gwyn.james@wolverhampton.gov.uk
Report to be/has been considered by		

Summary

To request approval for a change in expenditure on the Bilston Road (Ring Road to Cullwick Street) Highway Capital Maintenance Project that was agreed in the Transportation Capital Programme 2017/18 report received by Cabinet on 26 April 2017.

To request approval to proceed on further highlighted Highway Capital Maintenance Projects contained in the Transportation Capital Programme 2017/18 report.

Recommendation(s) for action or decision:

That the Cabinet Member for City Environment, in consultation with the Service Director, City Environment,

1. Approves the change in expenditure on the Bilston Road (Ring Road to Cullwick Street) Highway Capital Maintenance Project as set out in the report, subject to discussions with Transport for West Midlands and Midland Metro Alliance.
2. Approves that the Council proceeds on further highlighted Highway Capital Maintenance Projects contained in the Transportation Capital Programme 2017/18 report.

1.0 Background

- 1.1 City of Wolverhampton Council receives funding from the Department for Transport to support the Council's annual Transportation Capital Programme. The Capital Programme for 2017/18 was approved at Cabinet on 26 April 2017.
- 1.2 The programme of Capital Maintenance of Classified Roads involves reconstruction and resurfacing of classified (A, B and C class) roads and is funded primarily from the Highway Capital Maintenance Block Grant for highways. The priority given to each scheme will depend on a number of factors including condition survey data, maintenance records, visual inspections, customer complaints and ward councillor requests. This approach accords with the Council's Highway Asset Management Plan. The programme is managed within the available resources each financial year and in accordance with developing priorities.
- 1.3 The programme of Capital Maintenance of Unclassified Roads covers the 'minor' roads in the network and includes both carriageway and footway resurfacing. As with classified roads the projects implemented each year depend on the availability of funding and the relative priority of each scheme.

2.0 Bilston Road (Ring Road to Cullwick Street) Highway Capital Maintenance Project

- 2.1 The City Council has been liaising with Midland Metro Alliance (MMA) since 2016 over the need for and coordination of Metro track replacement and Bilston Road carriageway resurfacing. Funding is available for both schemes to be undertaken in 2017/18 from DfT's Highways Challenge Fund (MMA funding the Metro track replacement). After 31 March 2018 however we revert to a less well funded highway maintenance regime which would make funding for this scheme extremely uncertain.
- 2.2 As per the Transportation Capital Programme 2017/18 report the Council has allocated £690,000 for the carriageway resurfacing of Bilston Road between Ring Road and Cullwick Street. This covers the cost quoted by MMA for resurfacing the section between Cullwick Street and The Royal metro stop. However the quote from MMA for resurfacing the carriageway between The Royal metro stop and Ring Road is an additional £300,000. These costs are currently subject to discussions between CWC and Transport for West Midlands (TfWM) with regard to their apportionment between the Metro project and the highway maintenance project and it is possible that the Council's contribution may be reduced.

- 2.3 Approval is sought to source this £300,000 from currently unallocated funds in the 2017/18 Maintenance of Classified Roads budget. In the meantime further liaison will take place with TfWM and MMA to itemise, clarify and hopefully reduce this cost.

3.0 Further highlighted Highway Capital Maintenance Projects

- 3.1 In line with the list of highway maintenance schemes for development and implementation presented to Cabinet on 26 April 2017 approval is sought to proceed with the following schemes in 2017/18, as well as Bilston Road scheme.

Classified Roads - carriageways	Ward	£000
Black Country Route (Coseley Road to Oxford St)	Bilston East	320
Chapel Ash to Compton Road	Graiseley / Park	220
Lower Street	Tettenhall Regis	90
Neachells Lane / Alfred Squire Road junction	Wednesfield South	150
	total	780
Unclassified Roads – carriageways		
Woodhouse Road North	Tettenhall Regis	50
	total	50

- 3.2 The surfacing to be used in these schemes will be Hot Rolled Asphalt (HRA) or Stone Mastic Asphalt (SMA) as per the Council's pallet of highway materials.

4.0 Financial implications

- 4.1 A budget of £690,000 for Bilston Road (Ring Road to Cullwick Street) exists within the approved transport capital programme. The additional works detailed in this report are anticipated to cost up to £300,000. Resurfacing works on Black Country Route, Chapel Ash, Lower Street and Neachells Lane / Alfred Squire junction are anticipated to cost £780,000. These works totalling £1.1 million will be accommodated from within the approved 2017/18 capital budget of £3.1 million that exists for the Maintenance of Classified Roads.

- 4.2 Resurfacing works on Woodhouse Road North are anticipated to cost £50,000 and can be accommodated from within the approved 2017/18 capital budget of £1.9 million that exists for the Maintenance of Unclassified roads. [TT/23052017/I]

5.0 Legal implications

- 5.1 There are no legal implications arising from this report. [TS/31052017/Q]

6.0 Equalities implications

6.1 There are no equalities implications arising from this report as the subject matter is not believed to impact significantly against the protected characteristics.

7.0 Environmental implications

7.1 The schemes contained in this report should generate some localised environmental improvements.

8.0 Human resources implications

8.1 There are no human resources implications arising from this report.

9.0 Corporate landlord implications

9.1 There are no corporate landlord implications.

10.0 Schedule of background papers

10.1 Transportation Capital Programme – 2017/18 report to Cabinet on 26 April 2017.